

New York
Stock Market

New York, March 30.—Quotations of the bulk of the stocks barely moved throughout the day's trading. The market was dull and narrow, and the price level most of the day was slightly below yesterday's close. Although the selling movement, which marked yesterday's late operations was not resumed to-day, traders were more inclined to the short side of the market, believing that the sharp rise of the early part of the week had materially reduced the short interest, which has been a sustaining force. Prices stiffened late in the day, and the close showed net gains well scattered throughout the list. The conspicuous movements of the day were made by stocks which usually do not figure among the leaders. London's purchases, which amounted to about 15,000 shares, were chiefly of the Erie common, which was also bought here by Montreal houses, giving rise to rumors coupling that property with Canadian Pacific.

Coming events at Washington received more attention to-day, and were responsible to no small extent for the hesitating tone of the market. The attention was called to conditions in the textile industry by the directors of three New England mills who in one case suspended dividends, and in the other two ordered cutting 2 per cent. annually. Similar steps may be taken by other companies in the New England district, and from Boston stated, with concurrent shading of prices to jobbers and large distributors. The Federal report of the National Railway of Mexico showed that although traffic has been interrupted there to some extent by the insurrection, earnings have not been seriously affected. Bonds were steady. The Erie issues were no longer strong. Total sales, 2,255,000 shares. United States government bonds unchanged on call. Total sales of stocks for the day, 280,000 shares.

New York, March 30.—Money on call, 100 days, 2 1/2 to 3 per cent. ruling rate, closing bid, 2 1/4 offered at 2 1/2. Time loans easy; six days, 2 1/2 to 3 per cent.; ninety days, 2 3/4 to 3 per cent.; six months, 3 1/4 to 3 1/2. Prime mercantile paper, 4 to 4 1/2 per cent. Sterling exchange steady, with actual business in bills at 145 1/2 for sixty-day bills, and at 145 1/2 for demand. Commercial bills, 145 1/2 to 146. Bar silver, 145 1/2 to 146. Mexican dollars, 45.

RICHMOND STOCK MARKET.

By Richard W. Maury, Broker and Dealer, 1015 E. Main Street, Richmond, Va., March 30, 1911.

STATE SECURITIES. Bid. Asked.

Virginia 5s, Old, C. and R., 1912, 101 1/2
Va. Centuries, 5s, C. and R., 1912, 101 1/2

RAILROAD BONDS.

Chesapeake and Ohio, 5s, 1912, 101 1/2
Chesapeake and Ohio, 5s, 1912, 101 1/2

STREET RAILWAY BONDS.

Norfolk and Western, 5s, 1912, 101 1/2
Norfolk and Western, 5s, 1912, 101 1/2

STREET RAILWAY STOCKS.

Va. Ry. and Power Co. pfd., 100 1/2
Va. Ry. and Power Co. com., 100 1/2

RAILROAD STOCKS.

Atlantic Coast Line, 100 1/2
Chesapeake and Ohio, 100 1/2

MISCELLANEOUS.

Va. Chem. pfd., 100 1/2
Va. Chem. com., 100 1/2

COTTON MARKETS.

New York, March 30.—Cotton, quiet; middling, 14 1/2; low, 14; high, 15; gross, 14 1/2; net, 14; export, 14 1/2.

NEW YORK PRODUCE MARKET.

New York, March 30.—Flour—Quiet and unchanged. Rye—Firm. Corn—Steady.

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Official Range and Sale of Stocks in New York.

SALES.					By THOMAS BRANCH & CO., Bankers and Brokers.						
	Open.	High.	Low.	Closing.		Bid.	Asked.	Sales.			
100 Allis-Chalmers, com.	101 1/2	102 1/2	101 1/2	102 1/2	400 Illinois Central	138 1/2	139 1/2	127 1/2	Open.	High.	Low.
100 Allis-Chalmers, pfd.	101 1/2	102 1/2	101 1/2	102 1/2	800 Interboro-Met.	138 1/2	139 1/2	127 1/2	138 1/2	139 1/2	127 1/2
2,100 Amalgamated Copper, com.	63 1/2	64 1/2	63 1/2	64 1/2	300 Interboro-Met. pfd.	63	63 1/2	63	63	63 1/2	63
100 Amer. Agri. Chem., com.	67 1/2	68 1/2	67 1/2	68 1/2	Int. Mer. Marine, com.	.....	.....	.....	.....	.....	.....
100 Amer. Agri. Chem., pfd.	14 1/2	14 3/4	14 1/2	14 3/4	International Paper	.....	.....	.....	.....	.....	.....
100 American Can	93 1/2	94 1/2	93 1/2	94 1/2	Int. Paper, pfd.	.....	.....	.....	.....	.....	.....
300 Amer. Can, pfd.	80 1/2	80 3/4	80 1/2	80 3/4	Kan. City South, com.	160 1/2	160 3/4	147 1/2	160 1/2	160 3/4	147 1/2
600 Amer. Locomotive, com.	107 1/2	107 3/4	107 1/2	107 3/4	5,600 Lehigh Valley	170 1/2	170 3/4	154 1/2	170 1/2	170 3/4	154 1/2
300 Amer. Car and Found, pfd	.....	.....	.....	.....	600 Lehigh Valley and Nashua	145 1/2	145 3/4	130 1/2	145 1/2	145 3/4	130 1/2
300 American Cotton Oil	69 1/2	69 3/4	69 1/2	69 3/4	Manhattan	.....	.....	.....	.....	.....	.....
300 Amer. Lined Oil, pfd.	.....	.....	.....	.....	Mo. Kan. and Texas	.....	.....	.....	.....	.....	.....
300 American Locomotive, pfd.	107 1/2	107 3/4	107 1/2	107 3/4	Mo. Kan. and Tex. pfd.	68	68 1/2	68	68	68 1/2	68
100 Amer. Locomotive, pfd.	107 1/2	107 3/4	107 1/2	107 3/4	3,800 Missouri Pacific	108 1/2	108 3/4	92 1/2	108 1/2	108 3/4	92 1/2
100 Amer. Malt Co., pfd.	33 1/2	33 3/4	33 1/2	33 3/4	400 National Lead	63 1/2	63 3/4	62 1/2	63 1/2	63 3/4	62 1/2
100 American Smelting and	70 1/2	70 3/4	70 1/2	70 3/4	2,100 New York Central	106 1/2	106 3/4	100 1/2	106 1/2	106 3/4	100 1/2
American Sugar	70 1/2	70 3/4	70 1/2	70 3/4	1,300 Norfolk and Western	41 1/2	41 3/4	41 1/2	41 1/2	41 3/4	41 1/2
1,000 Amer. Tel. and Tel. Co.	147 1/2	147 3/4	147 1/2	147 3/4	2,300 Northern Pacific	124 1/2	124 3/4	112 1/2	124 1/2	124 3/4	112 1/2
American Tobacco, com.	455	460	455	460	300 Pacific Mail	214 1/2	214 3/4	214 1/2	214 1/2	214 3/4	214 1/2
American Tobacco, pfd.	97 1/2	97 3/4	97 1/2	97 3/4	1,000 People's Gas	106 1/2	106 3/4	106 1/2	106 1/2	106 3/4	106 1/2
Anacosta Copper	109 1/2	110 1/4	109 1/2	110 1/4	100 People's Gas	106 1/2	106 3/4	106 1/2	106 1/2	106 3/4	106 1/2
7,400 Atchafalaya	119 1/2	120	119 1/2	120	100 Pressed Steel Car	23	23 1/2	23	23	23 1/2	23
400 Atchafalaya	119 1/2	120	119 1/2	120	100 Pressed Steel Car, pfd.	.....	.....	.....	.....	.....	.....
A. C. L. of Connecticut	104	104 1/4	104	104 1/4	100 Ry. Steel Springs	160 1/2	160 3/4	160 1/2	160 1/2	160 3/4	160 1/2
600 Baltimore and Ohio	104	104 1/4	104	104 1/4	100 Republic Iron and Steel	106 1/2	106 3/4	106 1/2	106 1/2	106 3/4	106 1/2
100 Brooklyn Rapid Transit	78 1/2	78 3/4	78 1/2	78 3/4	100 Republic Iron and Steel, pfd.	106 1/2	106 3/4	106 1/2	106 1/2	106 3/4	106 1/2
200 Camel Leather, com.	23 1/2	23 3/4	23 1/2	23 3/4	1,000 Rock Island	60	60 1/2	59 1/2	60	60 1/2	59 1/2
14,340 Canadian Pacific	22 1/2	22 3/4	22 1/2	22 3/4	1,000 Rock Island, pfd.	.....	.....	.....	.....	.....	.....
2,510 Chesapeake and Ohio	81 1/2	81 3/4	81 1/2	81 3/4	100 Sloss-Sheffield	63	63 1/2	63	63	63 1/2	63
100 Chi. Mil. and St. Paul	121 1/2	121 3/4	121 1/2	121 3/4	4,100 Southern Railway	27 1/2	27 3/4	26 1/2	27 1/2	27 3/4	26 1/2
210 Crucible Steel Car, com.	13 1/2	13 3/4	13 1/2	13 3/4	300 Southern Railway, pfd.	64 1/2	64 3/4	64 1/2	64 1/2	64 3/4	64 1/2
210 Crucible Steel, pfd.	89 1/2	89 3/4	89 1/2	89 3/4	100 Standard Oil	63 1/2	63 3/4	63 1/2	63 1/2	63 3/4	63 1/2
200 Cuyahoga Falls	146	146 1/4	146	146 1/4	1,300 Tenn. Coal and Iron	88 1/2	88 3/4	88 1/2	88 1/2	88 3/4	88 1/2
100 Colorado Fuel and Iron	31 1/2	31 3/4	31 1/2	31 3/4	100 Texas Pacific	28 1/2	28 3/4	28 1/2	28 1/2	28 3/4	28 1/2
100 Colorado and Southern	.....	.....	.....	.....	24,100 Union Pacific	177 1/2	177 3/4	177 1/2	177 1/2	177 3/4	177 1/2
1,000 Continental Gas	160 1/2	160 3/4	160 1/2	160 3/4	100 United States Rubber	43 1/2	43 3/4	43 1/2	43 1/2	43 3/4	43 1/2
100 Delaware and Hudson	167 1/2	167 3/4	167 1/2	167 3/4	20,600 United States Steel	78 1/2	78 3/4	78 1/2	78 1/2	78 3/4	78 1/2
Den. and Rio Gran, com.	71	71 1/2	71	71 1/2	400 United States Steel, pfd	119 1/2	119 3/4	119 1/2	119 1/2	119 3/4	119 1/2
Den. and Rio Gran, pfd.	71	71 1/2	71	71 1/2	700 Va. Car. Chemical	67 1/2	67 3/4	67 1/2	67 1/2	67 3/4	67 1/2
4,000 Erie	32 1/2	32 3/4	32 1/2	32 3/4	100 Va. Car. Chemical, pfd.	177 1/2	177 3/4	177 1/2	177 1/2	177 3/4	177 1/2
5,000 Erie, 1st pfd.	45 1/2	45 3/4	45 1/2	45 3/4	100 Washburn	17 1/2	17 3/4	17 1/2	17 1/2	17 3/4	17 1/2
Den. and Sm., pfd.	.....	.....	.....	.....	1,000 Washburn, pfd.	38 1/2	38 3/4	38 1/2	38 1/2	38 3/4	38 1/2
General Electric	148 1/2	148 3/4	148 1/2	148 3/4	600 Western Union	73 1/2	73 3/4	73 1/2	73 1/2	73 3/4	73 1/2
1,700 Great Northern, pfd.	127 1/2	127 3/4	127 1/2	127 3/4	.....	.....	.....	.....	.....	.....	.....
400 Great Northern Ore cts	62 1/2	62 3/4	62 1/2	62 3/4	.....	.....	.....	.....	.....	.....	.....